

25X1A

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SECRET 181239Z JUN 68 CITE

IMMEDIATE DIRECTOR

FOLLOWING MESSAGE PASSED PER REQUEST

KYBAI

REF:

1. UPON RECEIPT REF RAISED MATTER LOW KEY WITH
AND WHO PROVIDED FOLLOWING INFORMATION:

A. ON 17 JUNE 1968 AT 0840Z CO-PILOT WAS
AFFLICTED WITH A STRIKE CAUSING APHASIA. INCIDENT OCCURRED
AS AIRCRAFT WAS DESCENDING FOR LANDING AFTER COMPLETING
ASSIGNED MISSION.

B. UDORN AIR AMERICA RECEIVED OXYGEN CYLINDERS FROM
THE AIRCRAFT. PILOT'S AND CO-PILOT'S OXYGEN SUPPLY WERE TESTED
BY USAF IN UDORN FOR PURITY. RESULTS INDICATED AN
AVERAGE OF 99.45 PERCENT PURE WITH LOW STXT CYLINDER
TESTING 99.4 PERCENT PURE. USAF FLIGHT SURGEON STATES THESE
FIGURES WELL WITHIN LIMITS.

C. UDORN AIR AMERICA RECEIVED FROM ONE
OXYGEN MASK AND OXYGEN REGULATOR WHICH INSPECTED BY USAF
FLIGHT SURGEON. FLIGHT SURGEON STATED THIS TYPE MASK AND
REGULATOR WERE ADEQUATE FOR ALTITUDE 7500 FEET.

USAF review(s) completed.

* Not Received c/s

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25X1A PAGE 2 S E C R E T

25X1A D. UDORN USAF FLIGHT SURGEON DR. MEYER TELEPHONED
 25X1A NKP USAF FLIGHT SURGEON DR. CERUTTI, AT AAM REQUEST, TO CLARIFY
 25X1A WHETHER CO-PILOT HAD ACTUALLY SUFFERED FROM HYPOXIA OR
 ANOXIA. DR. CERUTTI STATED THAT OXYGEN SYSTEM CANNOT
 BE IMPLICATED IN ANY WAY. DR. CERUTTI FURTHER DENIED STATING
 TO ANYONE THAT THE AIRCRAFT OXYGEN SYSTEM WAS INADEQUATE.
 THE DOCTOR VOLUNTEERED THAT CERTAIN AAM CREW MEMBERS, AN
 UNKNOWN NUMBER, WANTED HIM TO DECLARE THE OXYGEN SYSTEM
 INADEQUATE. CREW APPARENTLY RELATED PART OF A PREVIOUS
 INCIDENT INVOLVING GEAR-UP LANDING MADE BY
 25X1A THEIR INTENT POSSIBLY BEING TO AID ACQUITTING OF THE ACCIDENT.

25X1A E. NKP FLIGHT SURGEON REPORTS HIS DIAGNOSIS OF
 AFFLICTION TO BE A STROKE AFFECTING THE SPEECH CENTER OF THE
 BRAIN. A LACK OF SUFFICIENT OXYGEN TO THE PARTICULAR AREA
 MOST LIKELY CAUSED THE STROKE WITH THE LACK OF OXYGEN BEING
 DUE TO THE INABILITY OF THE BLOOD TO PROPERLY FLOW CAUSED BY
 25X1A ^M ^{BLOOD} ^{PROPERLY} ^{BLOOD} STALLER THAN NORMAL BLOOD VESSELS. DR. CERUTTI'S EXAMINATION
 OF REVEALED THAT THE PATIENT WAS PRE-DISPOSED TO THIS
 TYPE OF STROKE AND THE HIGH ALTITUDE AND LONG DURATION OF
 REQUIRED OXYGEN BREATHING WERE NOT FACTORS.

SECRET

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25X1A PAGE 3 S E C R E T

F. AIR CREWS HAVE BEEN FLYING THIS MISSION SINCE 16 MARCH 1967. IN THIS PERIOD ONE PILOT WAS REMOVED FROM THE PROGRAM BECAUSE OF POOR BLOOD CIRCULATION IN HIS LOWER LIMBS. ALTHOUGH THIS CONDITION WAS NOT CAUSED BY ALTITUDE NOR DURATION OF FLIGHT, HIS POOR CIRCULATION CAUSED SWELLING AND DISCOMFORT AND THE DOCTORS RECOMMENDED HIS REMOVAL FROM THE PROGRAM. IN A SECOND INCIDENT A CREW MEMBER BECAME NAUSEATED WHILE ON A MISSION. IMPURE OXYGEN WAS CONSIDERED. SUSPECTED OXYGEN SUPPLY TANK WAS RETURNED TO THE SUPPLIER IN BANGKOK WHO REPORTED NO CONTAMINATION. THERE HAS BEEN NOTHING TO INDICATE ANY INCREASE IN PHYSICAL DETERIORATION OF CREW MEMBERS.

25X1 G. IT SHOULD BE NOTED THAT IS NOT A LONG TERM 25X1A
 25X1A TENURE BEGAN DECEMBER 1967.

25X1A H. HAS DIRECTED THAT WILL BE SENT TO PROPERLY 25X1A
 EQUIPPED HOSPITALS FOR FURTHER TESTS AND TREATMENT.

2. THE ABOVE FORWARDED FOR YOUR INFORMATION.

S E C R E T

BT

Altitude - Max 22,000
Prob 1 hr to reach
alt. (over loaded Volpar.
Normal fuel time - 5 hrs
with extra tanks - 14 hrs

Maximum - 12-14 hrs
not more than 100 lbs/min
nothing known of Or use